

# COLUMBIA GIVES SHAMROCK 6.3 SECONDS. WIND BLOWS FAIR FOR A GREAT RACE TO-DAY.

## WEATHER

AT MIDNIGHT THE PREDICTION FOR TO-DAY WAS CLEAR AND COOL.

## WIND

AT MIDNIGHT THE WIND WAS NORTHEASTERLY, 12 MILES AN HOUR AND FRESHENING.

## COURSE

FIFTEEN MILES TO WINDWARD OR LEEWARD AND RETURN.

## ALLOWANCE

COLUMBIA ALLOWS SHAMROCK SIX SECONDS HANDICAP.

## BETTING

IN AMERICA—10 to 7 and 5 to 3 on Columbia.  
IN ENGLAND 5 to 4 on Shamrock.

THE Columbia and the Shamrock will cross the line at 11 o'clock this morning for the first of their races for the America's Cup. They are to race until one or the other has won three times; so there will be at least three races, and at most five. The starting point is the Sandy Hook Lightship, and to-day's race is to be fifteen miles out and back—to the windward or leeward and return. On Thursday they will sail the second race over a triangular course. The yachts were officially measured yesterday, and because the figure which mathematically represents her sailing power is the greater, the Columbia gives



Shamrock, on Which All Britain Builds Her Hopes.

## CHANCES

SIR THOMAS LIPTON—I still think we will win the Cup.

LORD CHARLES BERESFORD—Columbia is the prettier yacht, but the Shamrock is the more powerful boat, and I still hope she will win.

C. OLIVER ISELIN—We will win three straight, and I think the Shamrock will prove most dangerous in light weather.

THOMAS RATSEY—I think the Shamrock will win.

ly be otherwise than a matter of seconds. There is not room for any wide margin when the two greatest yachts builders of the world compete.

### A Maritime Ovation.

The yachts' journey down the bay yesterday afternoon was a maritime ovation. Every steamer they met chartered its hoarse greeting and dipped its flag, and there was no difference between the warmth of the salutes to the alien craft come to try to take away the country's most cherished trophy and those to the boat which won the honor to defend it.

There will be no accidents, say the sponsors of both boats. Every rope and spar and sail has been tested and there is not a man aboard either yacht who would not stake his life on the integrity of the least important strand or stick-board. The boat owners have done their utmost, the Government has lent its authority, the skies promise brightness and the wind is coming out of the North Atlantic in just such a breeze as yachtsmen pray for. Conditions are perfect, and tonight a hundred thousand people will probably be telling the story of the greatest yacht race ever sailed.

### A CRITICAL COMPARISON OF THE RIVAL RACERS.

Why Columbia Should Be the Better Sailer in All But a Gale or a Stiff Blow.

By Thomas Fleming Day.

FOR the first time in the history of the cup the two yachts that will face the wind together off Sandy Hook are of the same type, build and rig. Their difference is merely a question of detail. Each contest has brought the vessels closer together, until to-day it is a difficult matter for even a trained sailor to tell them apart.

This was not so in the earlier races for the cup, when the British vessel was as different from her Yankee rival as is a London square-rigger from a clipper sailing from Bath, Me. They differed in everything that makes a vessel a vessel, namely, shape of box and stern, height of side, manner of securing a windward form, method of ballasting, deck fittings, and even the texture of the cloth out of which the sails were made. A man who knew nothing about yachts after a single glance could readily tell an American schooner or sloop from a British craft of the same rig.

each side with the best points of the other's boats both borrowed in a broad and liberal manner. The Englishman took our cotton cloth and we his lead. He grafted our club-topsail to his outfit, and we fitted his double headsails. So runs the tale, until to-day we have in Shamrock and Columbia two immense yachts of the same length, the same draft and the same cut and sort of sail and rig. In length on top they differ but a foot or two, in beam and draft scarcely a score of inches, and in spread of sail a few hundred feet.

### Differences of Detail.

What difference there is is merely a matter of detail and is due more than anything else to peculiar notions of the designers. One man has been successful with slack bilges, and has consequently incorporated them in his design, the other believes in full quarters, and his vessel has them. Herreshoff has cut his mainsail a little higher on the hoist and peaked up the gaff. Fife goes out on the boom with his extra cloth and keeps his sail square-headed.

When two boats are as close together as the challenger and defender, the race is more likely to be decided by other factors than those contained in the design of the hull. In the first place, there are the sails; in the second, the handling, and third—a most important decider of yacht races—is the crew. To be sure, Providence is generally credited with aiding the faster boat, but not always. In the past we have been wonderfully lucky. Only once was there a bad breakdown—that of the former Columbia. Again, mistakes of handling, such as were made on Puritan and Vigilant, don't count for much if you are several minutes faster than your rival, but if it is a question of seconds between boats the slightest error is fatal.

In past races the handling of the boats on both sides has not been up to the best racing mark. If we except Genesta and Volunteer, the handling of the other boats was indifferent when compared with what I have seen in ordinary, everyday regattas. Thistle and Valkyrie III. were both badly navigated and sailed, while both Vigilant and Puritan had several mistakes booked to their credit.

### Britannia's Fine Crew.

The best handled big boat I ever saw was Britannia. The work of her skipper and crew was always perfect and far ahead of anything ever witnessed in a cup race. There has not been much chance to see what Shamrock's crew is good for, as they have never hurried themselves in her sailing exhibitions. Columbia's crew appeared to me to be up to the best cup crews we

## READ THE SIGNALS.

THE readers of the Journal will know exactly what is going on between the officials on the committee boat and the commanders of the competing yachts by reading the interpretation of the signals printed below. They are very simple, and by closely watching the committee boat and the yachts every holder of a Journal will know at once the cause of delay or interruption of the race. The signals are as follows:

### START.

Will be made from Sandy Hook light ship at as near 11 a. m. as will be practicable, the preparatory signal being given fifteen minutes in advance.

But always with the understanding that should the direction of the wind prevent laying the course from the light ship the starting line will be shifted to the nearest available point, and that in this case the preparatory signal will be given about half an hour before the time set for starting from the light ship.

### COURSES.

No. 1. Letter C—From the starting line to and around a mark fifteen miles to windward, or leeward, and return, leaving the mark on the starboard hand.

No. 2. Letter D—From the starting line ten miles to and around a mark; ten miles to and around a second mark, and ten miles to the finish line, leaving the marks on the outside of the triangle, to port or starboard, according as the vessels are sent around.

Starting and Finish Lines—Will be between a point on the committee boat indicated by a white flag, and the mainmast of the light ship, or other stake boat if the start is shifted from the light ship.

Compass Courses (Magnetic)—Will be set before the preparatory signal is given. The signals for course No. 2 must be read beginning forward.

### MARKS.

Will be white floats carrying a red ball with horizontal white stripe. The position of each mark will be indicated by a two-masted tug lying about 100 yards beyond.

### STARTING SIGNALS.

Preparatory—A gun will be fired, the "Blue Peter" set and a red ball hoisted.

Warning Signal—Ten minutes after preparatory signal.

Start—Five minutes later a gun will be fired and the ball will drop.

Handicap Time—Two minutes later a gun will be fired and the "Blue Peter" hauled down.

### SPECIAL SIGNALS.

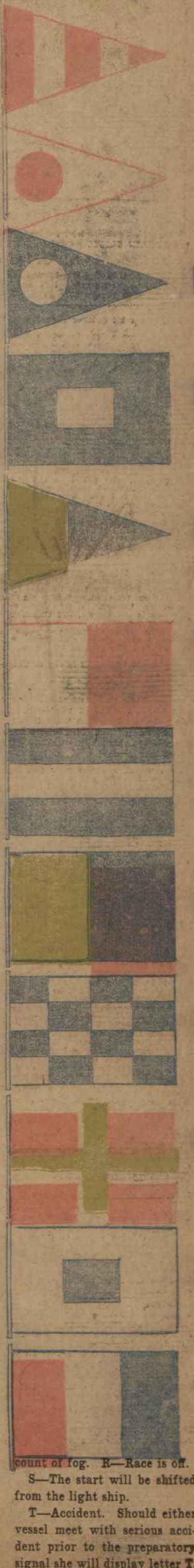
C—Assent. D—Negative. P—Preparatory. + Recall. Display of private signal.

G—Do you assent to postponing race until later in the day?

H—Do you assent to calling race off for the day?

J—Race postponed for the day. K—Race postponed until later in the day.

N—Race postponed on account of fog. R—Race is off.



count of fog. R—Race is off.  
S—The start will be shifted from the light ship.  
T—Accident. Should either vessel meet with serious accident prior to the preparatory signal she will display letter T.

## Columbia, Which Carries the Confidence of All America.

the Shamrock 6.3 seconds' time allowance. This is not likely to affect the result of the contest, for the closest cup race ever sailed was won by 45 seconds.

The Columbia, built especially to defend the cup when the Royal Ulster Yacht Club challenged for it on behalf of Sir Thomas Lipton, is supposed to have cost, directly and indirectly, \$800,000. The Shamrock's cost, reckoned in the same way, was more than a million dollars.

Until the boats are on the racing ground, their sailing masters will not know exactly what the course is to be. This will be signalled from the Corsair, Commodore J. Pierpont Morgan's steam yacht.

A quarter of an hour before the start the signal "Get ready" will be given to the yachts. They will manoeuvre for position, so as to be as near as possible to the line and on the proper tack when the starting gun is fired.

At midnight the Monmouth Beach Life-Saving Station sent word that there will be a heavy sea off Sandy Hook to-day unless the wind moderates or shifts to some other quarter. Unless the yachting sharps are astray, Shamrock should have a great chance in a lumpy sea and a heavy blow.

THE Columbia and the Shamrock lay together last night just inside the point of Sandy Hook. So near were they that the anchor watch of each could hear the waves lapping against the satin sides of the other.

Both are ready, groomed to the hour for the graceful strife for the grandest yachting prize in the world, a token so valued that a million dollars spent to gain it will never be counted if the venture wins.

They moored in a peaceful sea and the setting sun cast strange long shadows from

them over the glassy ocean. The American yacht was a thing of ivory, dainty as a Japanese carving; the British boat was a lump of emerald, and both glittered like jewels in the last rays of the red sun. Very much alike they looked as they reeked in unison at their moorings. The official measurer found a yard more here and an inch less there, but they seemed like twins dressed in different colors to distinguish them last night. They will be out early this morning breasting the long Atlantic roll, skimming

and circling, and when the hour comes for which two nations are waiting they will swoop from their circling and dash away, and the one that returns first with all the country, whose hope she is, with exultation as if a war had been won, and the men who sailed her will be heroes.

About the yachts last night huddled attendant vessels like milds of honor about two queens. Rival queens they are, but their war is one of courtesy. There is no bitterness in the fight for the cup, whose capture has been England's unfulfilled dream for nearly a half century. When the Columbia came from the dry dock yesterday afternoon her crew cheered the Shamrock, and the men of England, not to be outdone, hurrahed for the Yankee boat whose undoing will be the effort of their life to-day. It is ideal rivalry and promises that to-day's race, whatever the result, will be sailed without pettiness, without spite and without the heartburnings and incriminations that followed the ill-starred venture of Dunraven.

Forgotten for a day is the war in the Philippines and the coming conflict in South Africa. Across the ocean in Britain the people will watch the bulletins with as much hope and fervor as the crowds that will gather in every city in the United States.

It is a duel between the two greatest ship-building nations in the world. Because of America's unbroken record of triumphs the men of the Western world have laughed at them of England, and England has snarled under her defeats. Now she sends her best to try to retrieve her prestige, for never a yacht crossed the ocean that did so earnestly for victory as does the Shamrock.

Nobody expects to-day's race to be won without a struggle. The victory can hard-